

There are many important subjects requiring legislation during the present session of Congress, and there are perhaps none more urgently needed than a revision of the tariff. We have no intention of bringing into a dissertation upon the abstract merits of Free Trade and Protection. These subjects have been periodically discussed ever since the foundation of the Government, and are likely to be prominent topics so long as commerce and manufactures are known. But there are practical evidences of the unfairness of the present tariff laws, and while there is no urgent demand for a radical change in favor of Free Trade, it is manifestly proper that these laws should be altered whenever they directly prove injurious. For example, the manufacturers of New England are now growing rich with marvellous rapidity. The leading manufacturing corporations, in the cotton line, have recently declared dividends at the rate of thirty, forty, and fifty per cent. per annum, upon capital stock that is notoriously well "watered." Stock companies have been growing rich, the fortunate stockholders have been luxuriating upon fat dividends, and New England has far outstripped all other portions of the country in the accumulation of wealth. But who reap the benefits? Not the laborers, for they still work from fourteen to fifteen hours a day, and receive no better pay, relatively, than they used to do. The public gain nothing, for the prices of manufactures are not in the least diminished in consequence of this great prosperity of the manufacturing districts. The proprietors and stockholders are the class who receive the benefits, and their coffers alone are swelled. There would be no ground for objection upon this point if the immense profits of the manufacturers were the result of superior skill, industry, or legitimate advantage. But they are not. The tariff law practically gives these parties a monopoly of the business, and the effect, like that of all other monopolies, is to oppress consumers. By reason of the law the people are obliged to enrich these New England manufacturers by paying them extortionate prices, while at the same time they might obtain the same class of goods at far lower rates from foreign manufacturers, were it not that the latter are virtually prohibited. That is, for example, the heavy import duties on foreign fabrics oblige the consumer to pay fifty cents a yard for shewings, to the New England manufacturer when at the same time foreign goods, of like quality could be bought here for forty cents, if it were not for the heavy duties. This is only one instance of the manner in which the present law enriches one class at the expense of another, but it is sufficient to show the necessity of a thorough revision of the tariff. It is, of course, difficult to make trade laws entirely impartial, but the inequality of the present tariff are so clearly apparent the public interest demands an immediate change.

Negro Suffrage.

Some of our Southern contemporaries manifest much concern upon the subject of negro suffrage. We agree with them to the extent of believing that unqualified suffrage for the freedmen would be injurious, but we differ with them very materially upon some of their points of argument. For instance, the Augusta (Ga.) CONSTITUTIONALIST holds up the dark picture:

"The grand scheme of demoralizing Southern society, by degrading the superior and elevating the inferior class, has already commenced to work out its damnable mischief. The District of Columbia, the political Mecca of American freedmen, is the first place of experiment. The Sumnerites are determined to thrust the negro down the throat of the Washington society, hoping that, after the first successful step at so mighty a centre, the remaining footholds of aggressive debauchery will be comparatively facile. What will become of the National Capital when a negro mayor administers its laws, and negro countenmen and jurors are clothed with the emblems of judicial authority?"

To much talk the only answer is that if the white people of Washington are not competent to cope with the negroes in the intellectual race, the writer of the above extract seems to feel that they must expect to play second fiddle in politics. And even if darkies should get into office there, the matter could not be worse than it is, less than five years ago, when, according to many of our Southern contemporaries, the President was an "ape," a "guerrilla," a "beast," etc. Negro officials would certainly be an improvement upon the former state of things, according to the *astors*, *knickerbockers*, and hence they ought to be satisfied.

A Brace of Humbugs.

The pardon brokerage case that is now on trial in Washington, wherein General BAKER, the War Department detective, is defendant, furnishes very good evidence that Executive pardons and Granton's detectives are two humbugs of the superlative degree. The evidence shows that the plaintiffs in this case had facilities for obtaining pardons, and that it was an easy matter for them to furnish the grant of absolution to any rebel who could furnish the requisite amount of greenback. That fact proves the worth of the pardon. It is alleged in the evidence that one of BAKER's associates, in order to entrap the plaintiff, personated a rebel in search of pardon; that he drew up a regular petition, attached a fictitious magistrate's name to it; paid the usual money required, and procured the pardon—himself thus committing a crime. BAKER's detective operations never did much practical good, while on the other hand, some of them did much harm. His descent upon the bounty brokers in this case never amounted to anything, for the culprits were never tried. But the Secretary of war lately dispensed with BAKER's services, and if the President will now dispense with the pardon business the two humbugs will pass away together.

Mercer and His Female Emigration Scheme.

gurs, to prevent oversteering, whence ropes loosened which lead to the head of the mast, in nature of a truss, while others are passed through and across the bowsprit the steering apparatus being similar to that mentioned above.

The speed of these boats would doubtless appear almost incredible to those who have never witnessed the various races, but they are not inferior to their construction. At a recent regatta at Poughkeepsie, a Newburgh sloop, only a few nautical miles off the distance in seven miles more than a mile a minute, which is considerably the extreme speed of railway trains. When wind is fair, there is, of course, no unpleasant action produced upon the lungs by a speed of miles an hour, inasmuch as it is a dead wind to those who are in the boat. It is somewhat different in a side or head wind, the motion of the boat seriously affecting the breath. The most remarkable feature of these boats is, that it is more to leeward against the wind than in a boat upon

The relatives and friends of the family, and members of Warren Lodge, No. 253, I. O. of O. are respectfully invited to attend the funeral at his late residence, 166 Broome street, this Monday afternoon, at 1 o'clock.

FOR SALE—A GRAY MARE, SUITABLE for any work. Inquire of THOS. KAVANAUGH, 100 Greene st.

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